

# PRESENTATION OBJECTIVE

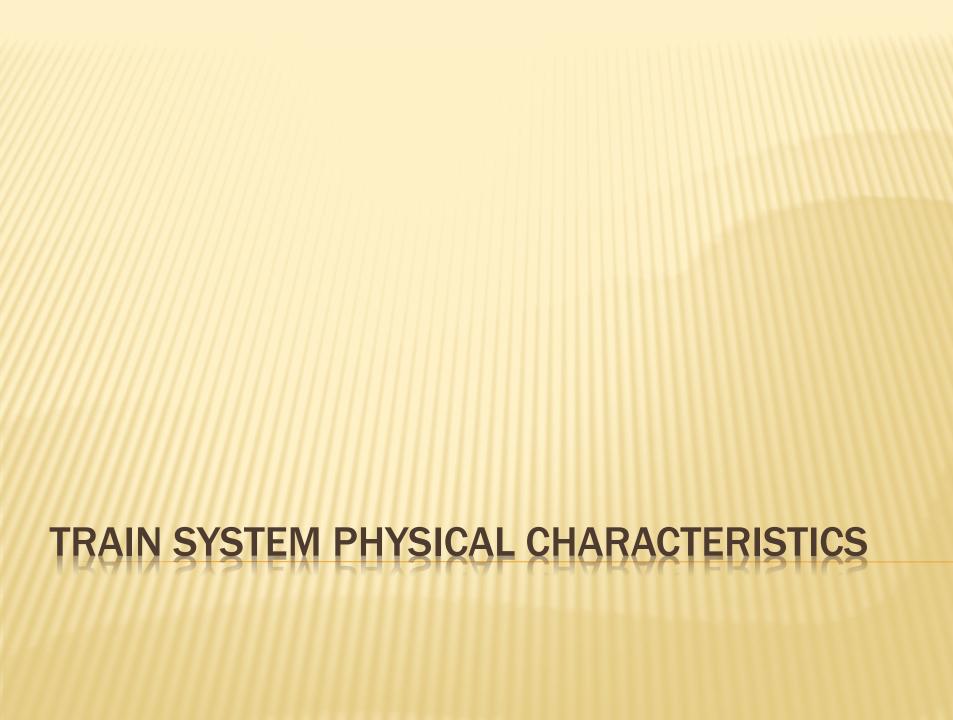
- Summarize how the bond act affects
  - + The attributes of the high-speed rail system
  - + The timing and sequence of construction



# THE BOND ACT

Most requirements of the bond act not only affect bond-funded portions of the system, but apply generally to the system, including portions not funded with bond proceeds





- **×** Stations
  - + 24 station limit
  - + No stations between Merced and Gilroy



#### \* Trains

- + Must be electric passenger trains
- + Revenue operating speed of at least 200 mph



#### Non-Stop Maximum Travel Times

- \* San Francisco-LA Union Station: 2:40
- ★ Oakland-LA Union Station: 2:40
- \* San Francisco-San Jose: 0:30
- \* San Jose-Los Angeles: 2:10
- ★ San Diego-Los Angeles: 1:20
- \* Inland Empire-Los Angeles: 0:30
- \* Sacramento-Los Angeles: 2:20
- + No travel time requirements for Altamont Corridor or Los Angeles to Anaheim to Irvine Segment



- Other design characteristics:
  - + Operating headway: 5 minutes or less
  - + Transition intermediate stations
  - + No train change required on a corridor
  - + Follow existing transportation or utility corridors
  - + Stations with access to other transportation
  - + Minimize sprawl and environmental impact
  - + Minimize effect on wildlife movement



- Won't necessarily affect system attributes, but will likely affect timing and sequence of construction
- Two types of requirements under bond act
  - + Affect particular geographic portions
  - + Affect particular project tasks
- Non-bond funds are not limited by the fundingrelated requirements that follow, but will have their own requirements

General limitation: The amount of bond proceeds available to the project are subject to appropriation



#### Preliminary costs

- + Up to \$675 million available for:
  - × Planning: environmental studies, planning, and preliminary engineering activities
  - × Certain Capital Costs: (1) acquisition of interests in real property and right-of-way and improvement thereof (A) for preservation for high-speed rail uses, (B) to add to third-party improvements to make them compatible with high-speed rail uses, or (C) to avoid or to mitigate incompatible improvements or uses; (2) mitigation of any direct or indirect environmental impacts resulting from the foregoing; and (3) relocation assistance for property owners and occupants who are displaced as a result of the foregoing
- Not subject to other funding-related requirements except the appropriation requirement and, in part, the Phase I preference discussed below

- Geographic Phase I preference
  - × Phase I is San Francisco Transbay Terminal to Los Angeles Union Station to Anaheim
  - Bond proceeds can't be used for capital costs on other corridors unless the Authority makes certain findings and the Legislature appropriates such funding



- Geographic Order of construction
  - + Subject to Phase I preference
  - Selection priority to corridors and useable segments that are expected to need lower ratio of bond funding
  - + Certain other criteria must be considered (e.g. utility to other passenger train services, need to test trains)



- Geographic Order of construction
  - + Bond proceeds can't be used for more than 50% of the construction costs of a corridor or useable segment



- The bond act also limits or conditions use of proceeds for certain tasks
- These limits and conditions relate to the system as a whole and not just a particular portion of it



- Caps on Use of Bond Proceeds
  - + Environmental studies, planning and preliminary engineering cap of 10% of bond proceeds



- Capital Costs Appropriation Request
  - + Except for \$675 million of preliminary costs, before seeking an initial appropriation of bond money for capital costs on a corridor or useable segment, the Authority must prepare a funding plan for review by certain entities.



- Commitment of Funds for Certain Costs
  - + Except for \$675 million of preliminary costs, before committing bond funds for construction and real property and equipment acquisition costs on a corridor or useable segment, the Authority must prepare a funding plan for review by certain entities and a finding by the Director of Finance.

